



Agenda

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**AIRPORT ADVISORY BOARD MEETING
SANTA FE MUNICIPAL AIRPORT
121 AVIATION DRIVE
BUILDING 3002B
October 12, 2017 – 4:00 PM**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES
 - a. Sep 14, 2017 – Regular Session
5. OLD BUSINESS
 - a. Airport Master Plan (Cameron Humphres) (Information Only)
 - b. Airport Name (Cameron Humphres) (Information Only)
 - c. Airport Strategic Plan (Cameron Humphres)
 - d. AOPA Fly-In Conference, 2018 (Steve Ross) (Information Only)
6. NEW BUSINESS
 - a. Runway 2/20 Mil & Overlay Project (Cameron Humphres) (Information Only)
 - b. Taxiway Delta Rehabilitation Project (Cameron Humphres) (Information Only)
 - c. Runway 10/28 Status (Cameron Humphres)
 - d. AAB Meeting Location (Cameron Humphres)
7. PUBLIC INVITED TO BE HEARD
8. BOARD AND/OR STAFF COMMENTS AND/OR REQUEST FOR FUTURE AGENDA ITEMS
9. NEXT MEETING: **November 9, 2017**
10. ADJOURN

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520 five (5) working days prior to meeting date.

**SUMMARY OF ACTION
AIRPORT ADVISORY BOARD
SANTA FE MUNICIPAL AIRPORT
121 AVIATION DRIVE, BUILDING 3002B
OCTOBER 12, 2017, 4:00 PM**

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**AIRPORT ADVISORY BOARD MEETING
SANTA FE MUNICIPAL AIRPORT
121 AVIATION DRIVE, BUILDING 3002B
THURSDAY, OCTOBER 12, 2017, 4:00 PM**

1. CALL TO ORDER

The meeting of the Airport Advisory Board was called to order by Stephen Ross, Chair, at 4:00 pm on Thursday, October 12, 2017, at the Santa Fe Municipal Airport, 121 Aviation Drive, Building 3002B, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

Stephen Ross, Chair
Chris Ortega, Vice Chair
Simon Brackley
Bud Hamilton
Troy Padilla
Mike Szczepanski

MEMBERS ABSENT

Eleanor Ortiz, Excused

OTHERS PRESENT

Cameron Humphres, Airport Manager
Nick Schiavo, Public Works, Interim Director
James Brogan, Enterprise Rent a Car
David Alexander, KSA
Molly Waller, KSA
Mark Baca, Airport
Bobbie Ferrell, Office of Senator Tom Udall
Paul Murray
Ken Mock, Aviation Association
Councilor Michael Harris
Tuesday Brzykcy, Airport
Joanne Bradshaw, Envoy

3. APPROVAL OF AGENDA

Mr. Humphres asked to add item 6 (E) for a Staff Update.

MOTION A motion was made by Mr. Ortega, seconded by Mr. Padilla, to approve the agenda as amended.

VOTE The motion passed unanimously by voice vote.

**4. APPROVAL OF MINUTES
SEPTEMBER 14, 2017**

Mr. Hamilton asked if the style of minutes could be changed from all the detail to more of a summary minutes.

Chair Ross said these are not verbatim minutes and not summary minutes.

Mr. Padilla said we should check with the Council to see what they need.

There was discussion about minutes style.

Councilor Harris said he would be at City Hall tomorrow and will check with the Clerk and his colleagues to see what they advise.

MOTION A motion was made by Mr. Padilla, seconded by Mr. Hamilton, to approve the minutes as presented.

VOTE The motion passed unanimously by voice vote.

5. OLD BUSINESS

A. AIRPORT MASTER PLAN

Mr. Humphres said he wanted to update this Body and the others present that the Council did unanimously approve the Master Plan. They did make some changes to insert some language that was included in a Resolution in 2008 setting a goal of getting the entire City to be 50% on renewable energy by a certain date and 100% by 2040 and some edits recommended by us regarding grants available. Also we were asked to incorporate language from a Resolution asking the City Manager to look at renewable energy. He thanked Councilor Harris for his support and the other Councilors as well. The next step is to send the Airport Layout Plan section to FAA for their approval. Their approval process does not prevent us from moving forward with the recommendations in the Master Plan. He will update the Board on the process of that as we go along. Kauffman and Associates contract includes the provision of final copies of the Master Plan. They are working on making the additions and then will provide those.

Councilor Harris asked have you looked into putting it on the City website.

Mr. Humphres said yes, it will be on the website.

Mr. Humphres said the Master Plan will be the foundation for creating the CIP for the City and the FAA.

Mr. Brackley asked what about for the State Legislature.

Mr. Humphres said yes. An ICIP is what goes to the State. He briefed Public Works and Councilor Ives asked for a presentation on our 20 year plan. He did so. Councilor Ives wants that incorporated into the long term planning.

Mr. Brackley asked regarding using renewable energy here at the Airport, is that a mandate or a goal.

Mr. Humphres said a goal.

B. AIRPORT NAME

Mr. Humphres said this Body recommended a Resolution to go to the Governing Body to change name to the Santa Fe Regional Airport. The Resolution was drafted with the Mayor and Councilors support. It has gone through Public Works and he has a fair amount of confidence that it will proceed to approval by the City Council.

Mr. Hamilton said looking at the minutes from the last meeting they say the FAA has to approve and it can take them 3 years.

Mr. Humphres said the FAA puts out a lot of documentation related to every airport in the nation. When they reference the airport it is with the airport name. It takes up to 3 years to change all those documents. It is technically an approval, but they do not disapprove the request. Even though we have to submit paperwork they will approve, but it takes time to change all the paperwork. We can go forward in the meantime.

Mr. Hamilton asked when the City Council agrees what happens then.

Mr. Humphres said we will send paperwork to the FAA, but we can change out our name after Council approval.

Councilor Harris said there are 5 Councilors who signed on to this. He does not expect issues. It goes to Finance next then to Council.

C. AIRPORT STRATEGIC PLAN

Mr. Humphres said included in your packet is a proposal from KSA and a sub consultant to do a business plan/strategic plan for the airport. Their idea is to form a strategic plan advisory committee. We had an advisory committee for our Master Plan. The Master Plan is about capital improvements. This would be administrative, organizational structure and governance. It is for looking at and identifying strategic issues and strategies at the airport. Mr. Humphres reviewed the proposal.

Mr. Humphres said State DOT is willing to fund all or a majority of a strategic plan for this airport. His recommendation is to have a discussion about this. He is an advocate for KSA. They are our planning organization and they have airport experience and that is important. Airports are unique.

Mr. Brackley asked the decision is up to who for procurement.

Mr. Humphres said the first step is the Boards buy in and then we go down the road of going through the procurement process.

Chair Ross said it would be helpful to have an outside consultant to give us technical assistance.

Mr. Hamilton said when you look at the amount of work and what they are doing we do need their technical expertise; however, he is used to doing strategic plans internally and is generally opposed to paying consultants for something we can do ourselves. They should help but the extent of the help needs to be discussed. It does take a lot of the load off us, but is it worth \$127,000.

Mr. Brackley said he tends to agree with Bud. Do you have the capacity to take this on.

Mr. Humphres said no. There is room for negotiation on the cost; however, if this is developed as a good, solid plan it will pay for itself. This airport is capable of being self sufficient. It has the ability to be in the black and cut the costs of capital needs. The way we get there is through a strategic plan. We need to grow air service and there are a lot of other opportunities out there to grow the business of the airport. It was surprising to him that the cost was that much, but in exchange for that it is airport specific and there will be a return on investment. If the Board is interested we can reach out to others in the industry for cost comparisons.

Mr. Padilla said he thinks it is best to go out for additional bids and not take the first one. We need to look at costs. If we are using a State grant to do this are we taking a State grant from other projects that are needed for other things.

Mr. Humphres said no, this is a new grant all together. If we go out to bid we have to do a formal process with and RFP. We can do this direct with KSA because we have already gone through that process with them. If we do the RFP process it will take

from 60 to 90 days.

Mr. Ross asked the \$57,000, what is that.

Mr. Humphres said it is looking at the overall objectives of the airport and a workshop with the advisory committee. KSA is in the room. He thinks there is room for negotiation. Whatever direction we head in we need a good buy in from this Body.

Mr. Padilla asked can KSA go out and get bids for the subcontractor.

Mr. Humphres said yes.

Ms. Waller said one of the reasons we brought in a boutique firm that does this is their experience in governance and financial regarding revenue streams and other opportunities. They are a tremendous resource.

Chair Ross asked is there room for judicious trimming of the cost.

Ms. Waller said yes she thinks so. They are coming in from Austin. We could trim the number of meetings and in other areas.

Councilor Harris said he thinks what the Advisory Board needs to do is be clear on the scope of work. If you have consensus on the scope of work you can negotiate in good faith and the other side of the table can respond appropriately.

Mr. Hamilton asked given the parameters what did we ask KSA to do.

Mr. Humphres said a strategic plan and need to look at governance objectives. They would provide us with a standard airport strategic plan with the addition of governance.

Mr. Hamilton said he does not begin to understand what the scope of work should be. It is hard to react. He is not sure what is in there. There will be parts of the strategic plan where our expertise and knowledge in the community is more important than KSAs. We should not be charged for that.

Mr. Humphres said we could pick a couple of Board members who are interested in the strategic plan and have those members sit with KSA to talk about the scope and who should be on advisory committee. We can make sure it is what we want it to be and then have them update their proposal.

Mr. Brackley said he does think bringing in specialists in the field is a good idea. They will have the latest technology and forecasts. That is beyond staff and us.

Ms. Waller said there is a document that talks about how you prepare a strategic

plan. We took that approach for Santa Fe. That may help you.

Chair Ross said this is not shown as information only. Did you intend to take action.

Mr. Humphres said he left it open for the Board to decide how to move forward.

Chair Ross said from his viewpoint the first time he heard about the idea of doing this from Bud it made 100% sense to him. How we get there we could continue to discuss. He thinks we should work out the details.

Mr. Padilla said he agrees. If we are going to agree to this we need to understand it and what we are going to get and what we are going to look for. If we are talking about what the future looks like we need time to understand it. Then we can look to see who is best to do this. We need more information.

Chair Ross said the best course of action is what Cam said.

Mr. Brackley asked like an information session.

Councilor Harris said his sense of the Governing Body and how they view the Airport is that most of them would be in favor of developing a strategic plan for the Santa Fe Regional Airport. That is your job on how the Board goes about that. He encouraged the Board to look closely at it.

Mr. Hamilton said he likes Cam's suggestion. We need to understand our roll as opposed to their roll. That needs to be defined better.

Ms. Waller said we can bring some examples as well.

Chair Ross said that is a great suggestion.

The volunteers for the subcommittee were Board members Padilla, Hamilton and Chair Ross.

Mr. Humphres said he will take the lead to get a date set up.

D. AOPA FLY-IN CONFERENCE, 2018

Chair Ross stated that he has been out of town for a bit. There was an announcement that Santa Fe has been chosen as one of the four sited for the conferences.

Mr. Humphres said there has been an official announcement. A contract has been signed by the City and a contract agreement is in place. The Conference will be held in Santa Fe on September 15th next year.

Mr. Padilla said he was just in Las Vegas for a conference and APOA was there. He thanked them for choosing us. They were very excited. He talked to several other communities who have hosted and they are willing to bring some employees from the Colorado Springs Jet Center to help. Cutter Aviation agreed to come help with employees as volunteers as well.

Chair Ross said he was blown away in Colorado Springs by the sheer number of volunteers there.

Mr. Hamilton asked how does this work. Who organizes and gets this together.

Chair Ross said it is a shared responsibility. They bring in the expertise to put on the event. We all get volunteers and work on transportation and other issues.

Mr. Hamilton asked who thinks about how we maximize the benefits.

Chair Ross said us.

Mr. Padilla said the AOPA takes the event and does all the execution stuff. We get sponsors from the community and volunteers. They say what they need and it is a joint effort between us and them to get volunteers.

Mr. Humphres said to maximize the Visitors Bureau and Randy Randall will be instrumental in maximizing the benefits for the community and the City. Our 2 FBOs will be instrumental in sponsorships. Potentially 700 aircraft will be coming into our City.

Mr. Hamilton said this is a tremendous awareness opportunity for us. Only 29% of our citizens here are aware that we even have an airport out here. He wants to make sure someone is thinking of how to take advantage of that.

Mr. Padilla said they interview each volunteer to see where they would be best placed. There is a big ask from the community.

Mr. Humphres said we can work with AOPA and get that local advertisement out there. This is a great way to get people interested in aviation and an awareness of the airport. We have some money in our advertising budget.

Mr. Padilla said not everyone will be flying in their own plane. Some will drive and fly commercially. Fly Santa Fe will benefit.

Mr. Szczepanski said someone in the region like Eclipse could get involved.

Chair Ross said this is also an opportunity to show visitors what goes on here. Now is the time is what Bud is saying. We could get the labs involved.

Chair Ross said we need to keep this on the agenda every time and keep the ideas flying and get more organized. He will take responsibility of calling Chris, the guy who heads this up and will get Randy out here to talk about his plans.

6. NEW BUSINESS

A. RUNWAY 2/20 MIL AND OVERLAY PROJECT

Mr. Humphres said he would like to do A and B at the same time. We received our grant offer from FAA for both of these projects. We received the offers on Tuesday and had to have them back signed on Friday. Our new procedure worked well. If we had not had that Resolution it would have been impossible. The City Manager executed them. Those grants along with 2 others for matching funds have been sent to us as well as the task order and the contract from Mountain States which has started going through the approval process. It goes to the full Council on the 25th.

Mr. Humphres said the summary of activity is in the packet. We received \$4.6 million for both. It included from FAA \$4.3 million and from NMDOT 2 grants for a total of \$146,000. The City cost we budgeted for is \$146,000. These are really important projects. We have been talking about it for quite some time. This will extend the life of 2/20 at least 15 years. If we take care of it 40 years. He is excited about this project and very glad we got the FAA funding. He couldn't find anything in this magnitude that has happened at this airport previously.

Mr. Hamilton asked have we given thought as to how we publicize this.

Mr. Humphres said first we want to sit down with the contractor and map out everything precisely then get the word out to pilots, tenants and the general public. We have some advertising budget and he thinks we should use some money to get the word out and make this a good news story for the airport.

Mr. Ortega asked is the 270 days the whole thing.

Mr. Humphres said yes. It is weather dependent, but we expect we will get it done in 270 days.

Mr. Padilla said in the past we have always gone with the lowest bidder and there have been no penalties if they go over. That has happened a lot out here. What assurances do we have to keep them within the 270 days.

Mr. Humphres said we have KSA hired to do construction management. They will be here day in and day out and will have weekly construction update meetings and weekly progress meetings. At the end, if they not complying, it is built in the contract for damages to be assessed each day they go over. \$1,000 a day for damages. There is no reason why this project should not be on time and on budget.

Mr. Padilla said the point is as we move forward we need to always have liquidated damages in our contracts.

Mr. Humphres said we always should have that.

Councilor Harris said he has been in this kind of business in Santa Fe for years. He took a bit of time to go through the project manual to see how it is organized. He thinks it is a good construct. He did some asking about Mountain States as well. Troy's comments and observation are too often on point. This one needs to be watched closely. If it starts to slip, figure out how to get it back on course.

Mr. Humphres said Mountain States did work on one of our runways in the past.

Councilor Harris said the City has a roll to play in this as well. We all do.

Mr. Padilla said we don't want to overlook that this runway is our bread and butter. We need it to be functional. It would hurt our operations and reputation if this is not done correctly.

Councilor Harris said keep an eye on it.

There was discussion regarding the amount of time the runway and taxiway will be closed and pre construction meetings.

Councilor Harris said all of that needs to be closely coordinated. Mike's comments are critical. You know this airport better than anyone. You are the folks who can work with KSA and the contractor to address issues.

B. TAXIWAY DELTA REHABILITATION PROJECT

This was discussed in item A.

C. RUNWAY 10/28 STATUS

Mr. Humphres said this runway is closed currently. There is a detailed briefing report in your packet and we have a slide presentation from that briefing. We have 3 runways here. The porous friction course on 10/28 is coming apart. 2/20 is our primary

runway and has the highest weight capacity. 15/33 is the next biggest runway. 10/28 is the shortest, narrowest and has the lowest weight bearing capacity. It only has a single approach. FAA requires that an airport have complete wind coverage. The primary runway needs to be aligned into the wind at least 90% of time. The FAA says we need to be able to have wind coverage of the primary runway at a 16 knot value 90% of the time. Here in Santa Fe with our primary runway we have adequate coverage with a single runway. The wind favors it 96% of the time.

Mr. Humphres said at the 16 knot value when runway 10/28 was in use ,it's usage when 2/20 was out of the limits, was 34 daytime hours annually.

Mr. Humphres went through the presentation in detail including the history of runway 10/28.

Mr. Szczepanski asked why did we spend so much money putting lights on this runway if it has to be closed and why did FAA approve that.

Mr. Humphres said the FAA has now made this an emphasis item.

Mr. Humphres said what runways are eligible for FAA funding. Every airport is eligible for funding for their primary runway. The only way a secondary one it eligible is if you don't have 95% coverage. Additional runways are ineligible for FAA funding. The FAA looked at our airport and they said that according to the handbook we have 3 types of runways in Santa Fe. We have our primary runway, a secondary runway for cross winds and an additional runway. They say the cross wind runway is eligible, but the additional one is not.

Mr. Humphres said you asked about why FAA put money into this runway before. In 2002 it was eligible; however, the standards have changed. It is not eligible at this time.

Chair Ross asked don't they have responsibility for that.

Mr. Humphres said no. It is no longer eligible. If we did a mil and overlay for the whole runway it would be about \$1.2 million, but would only last 5 - 10 year. We could shorten the runway on the west end by 2,000 feet. As Chris said there are some aircraft who have lower limits for wind. We could maintain the runway for the small aircraft that may use it at a cost \$500,000 to \$750,000. We are only looking at a life expectancy of 5 to 10 years. The FAA will not pay for that. NMDOT has offered a one time \$500,000 grant to repair the runway with a 10% City match and \$250,000 annually for maintenance over 4 years beginning in FY19. That is in principal, but they cannot commit for multiple years. The grant money for pavement maintenance is not contingent on the \$500,000. He would love to have that \$3 million back that FAA gave us for the lights on that runway. Considering that a small aircraft would need 10/28, but the

amount of time over the course of a year is relatively small. Considering the condition of all the pavement which is 6 million feet of pavement on this airport. The big priorities of our CIP that we submitted of over \$32 million not including the terminal building. The Terminal is \$35 million. His opinion is if we continue to try to keep 10/28 open we will continue to throw good money after bad. That is the history of this runway. He knows there are people who feel that this runway is highly important.

Mr. Humphres said this grant from NMDOT does represent a substantial amount of the fund. If we did not accept it, he has no way of knowing if they would give us \$500,000 to do something else. This was specifically for that runway, but is out of a finite budget.

Mr. Szczepanski said as the person who does the most landings here every year it would cost \$2,000 an hour to have that runway open per year. He looks at it and sees the millions of dollars of lights and other issues. To further dump money in this is crazy. It is like pulling teeth to get the tower to allow us to use it when it was available. Yes the \$500,000 might go elsewhere but, there are so many desperate needs here.

Mr. Ortega asked if 10/28 closes doesn't the airport have to spend money to close it.

Mr. Humphres said the closure of a runway is ironically eligible for FAA funding. We will have to spend some money on it, but we could close it for \$500,000. It does not have to be done right away.

Mr. Ortega said he echos Mike's comments. He is disappointed that the airport for many years has tried to keep it open and spent a lot of money to keep it open then we encountered the raveling. When we asked questions about what was happening it was a secret until today when the presentation was done. To him it did not seem there was much input from the aviation community or the public or the Board regarding the closure. It was a unilateral decision before we understood it.

Mr. Humphres said closing it yes, he made a unilateral decision for safety. In terms of bringing info to the Board, the FAA did not give him this piece of information until September of this year. He had been asking about it in every meeting he has had with the FAA. This memo was sent out on the 20th of September. It took a long time to press the FAA into coming out and saying what we could do with this runway. His apologies, but he needed to get the right information. We had to determine if it was eligible for funding. When we determined that then we went into negotiations with NMDOT.

Mr. Ortega asked in terms of the email FAA sent they did not say 10/28 was an additional runway did they.

Mr. Humphres said no.

Mr. Hamilton asked what are we trying to do with this today.

Mr. Humphres said the Board asked for a status report. He is interested in knowing from the Board what their intentions are regarding this runway.

Chair Ross said he talked to Jane several times and he suggests we think about this for a month and have her here next month so we can ask her questions about the impact on other grants and other things. She said basically the same thing Cameron said.

Mr. Padilla said this is a lot of information to digest in one meeting. Take this home and we can talk about it again.

D. AAB MEETING LOCATION

Mr. Humphres said we need to consider our 2018 meeting calendar as well, but today lets talk about location. This space is not terribly conducive for that although he loves having the meeting here. The National Guard has offered one of their rooms. Randy Randall offered a room as another possible. He wanted to gage the Boards interest.

Chair Ross asked will we have to pay for parking downtown.

Mr. Humphres said Randy will cover us.

Mr. Padilla said the National Guard is convenient to us, but maybe not so much for the public to come to the meeting. There is security. He thinks we may start to have more participants. Downtown would be a change.

Mr. Brackley said it is nice to have the users of the airport be able to attend the meeting.

Councilor Harris said to him the airport is the appropriate setting. In downtown he gets distracted. That is his opinion.

Mr. Szczepanski said you have to go through security and a guard for the National Guard building. If we have a controversial topic this room may be too small. The Southside Library has a big room if we think we will have a crowd.

Councilor Harris said that is a great option.

Mr. Humphres said it sounds like you would like to continue here and if a big audience is anticipated we will meet at the Southside Library.

E. STAFFING UPDATE

Mr. Humphres said this is the hardest item for him. He has tendered his resignation to accept another position. He read his letter. This was very difficult. He meant what he said in letter. He thinks this airport has incredible potential. He will work hard to prepare a transition plan to make it as smooth as possible. Where you can help is to support the staff. Mark, Gino, Tuesday and Justin are incredible employees that deserve our deepest gratitude and strongest support. To the extent this Body and Nick can help to support them, he asks that you do that. Another recommendation is that we desperately need to build a new terminal. If we do not do that we will lose air service including what we have and the revenue generated from it. We will have to go back to tax payers to cover that deficits. We lost air service to LA because our terminal could not handle it. This is a big capital improvement item but you will have a tremendous return on that investment. 1.4 million people are using other airports for service to Santa Fe. We are losing direct impact dollars because 84% of those are flying out of Albuquerque. The cost is essentially the same. The schedule is the difference. The only way we will be able to get the schedules where we need to be is to build the new terminal. He can't emphasize that enough. Next is the City governance/airport governance. Airports are a unique entity. They are both a business and a municipal entity. City government holds back airports from being able to be run as a business. We need people solely focused on the airport. His recommendation is as part of the strategic plan look aggressively at airport governance and a possible authority. One of the greatest assets this airport has is the NNMAA. They are the reason we have air service to Phoenix. That air service is on the bubble. The only reason the Phoenix flight is performing as well as it is today is the NNMAA. He wants to tank the Board and staff for this opportunity to serve.

Chair Ross said thank you Cameron.

Mr. Szczepanski said seeing the difference from how it was to how it is since you have been here is remarkable. At least we had you for 18 months. We thank you. He does not know where we will find someone of your caliber to replace you.

Mr. Humphres said we have a great staff.

Mr. Hamilton asked what is the time table.

Mr. Humphres said he will be done by the end of month.

Mr. Padilla said it has been a pleasure working with you and learning from you. You will be a hard act to follow and you will be missed.

Mr. Brackley said thank you for your professionalism and good cheer.

Councilor Harris said Cam operated the airport at a very high level. He also has

seen him at other venues like the Economic Development Advisory Committee and he can take it to that level and his audiences level and represent the Santa Fe Airport in a top notch manner. Congratulations to you for what you have done and we wish you well. He just told me a few minutes ago before meeting. What he asks for is that Cam work to develop a transition plan and be available to a certain degree, but when people move on they move on. We need to find someone who can lead us in an interim manner. This is news to all of us.

7. PUBLIC TO BE HEARD

Ms. Ferrell said it has been wonderful to work with Cam.

Mr. Humphres said kudos to Bobbi. He has been in airports for 10 plus years and has never seen a Congressional delegation as involved as Senator Udall office. She has been engaged and has taken messages back and forth and has supported this airport.

(Several comments were made that were inaudible regarding issues at the airport)

8. BOARD AND/OR STAFF COMMENTS AND/OR REQUEST FOR FUTURE AGENDA ITEMS

Mr. Brackley said he got some feedback about the lack of WiFi for passengers.

Mr. Humphres said it just went down and is back now.

Mr. Brackley said he is shocked to hear the news about Cam. It has been a pleasure working with you. Thank you very much. The private sector thanks you.

Mr. Ortega said he will miss Cam and appreciates all the experience he has brought from other airports. There are big shoes to fill.

Mr. Padilla said we have an issue in front of us that we need to put on the agenda to talk about. People complaining about noise. We need to get in front of this. He would like to get a report about the noise complaints and who they are and where they are coming from and what is being said so we can have a united front.

Mr. Humphres said at the request of one of the Councilors, Nick has asked him to schedule a noise open house. November 17th is the tentative date. The idea was to have an open house with public notice and bring in Kauffman who did our Master Plan and noise study to present the information. 3 people have lodged complaints. We have responded multiple times. The airport noise is well below the FAA standards. Also

below the County standards. In addition to that the City does not have regulatory authority over aircraft operating into and out of this airport or the air space. We have a noise procedure in place and can develop the airport to mitigate noise.

Councilor Harris asked what about the statement recently about Larry's operation.

Mr. Humphres said when they do a noise study at the airport it is based on the aircraft based at the airport and transient aircraft. They put that information into their formulas to determine the noise levels. In 2008 we tested that by putting microphones around the airport including La Cienega. That was to test the accuracy of the reports and what the level was. Larry has volunteered to extend straight out before he makes turns so he not flying over La Cienega and to only fly from 9:00 am to 9:00 pm.

Chair Ross said he believes that Larry is not the problem. The loudest thing out here are the military helicopters.

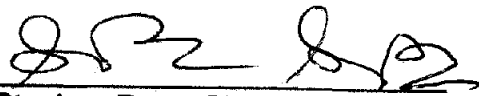
Councilor Harris said that was acknowledged in an presentation.

Councilor Harris said Dr. Bustamante, who is on his Economic Development Advisory Committee, said her family has been here since 1700 in La Cienega. She made a clear statement that the noise levels are better now than years ago.

**9. NEXT MEETING
NOVEMBER 9, 2017**

10. ADJOURN

There being no further business before the Board the meeting adjourned at 6:32 pm.


Stephen Ross, Chair


Elizabeth Martin, Stenographer